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**MARYLAND PORT ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	46.3	66.1	83.2	43.9	31.3	32.4	303.2
System Preservation Minor Projects	13.9	39.4	26.1	21.0	19.8	20.5	140.7
<b><u>Development &amp; Evaluation Program</u></b>	<u>4.5</u>	<u>6.3</u>	<u>2.9</u>	<u>3.0</u>	<u>0.6</u>	<u>0.6</u>	<u>17.9</u>
SUBTOTAL	64.7	111.8	112.2	67.9	51.7	53.5	461.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>3.2</u>	<u>3.5</u>	<u>3.7</u>	<u>3.8</u>	<u>3.9</u>	<u>4.0</u>	<u>22.1</u>
TOTAL	67.9	115.3	115.9	71.7	55.6	57.5	483.9
Special Funds	63.4	115.3	115.9	71.7	55.6	57.5	479.4
Federal Funds	-	-	-	-	-	-	-
Other Funds*	4.5	-	-	-	-	-	4.5

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\* Funds from the Maryland Transportation Authority (MdTA) for Masonville Auto Terminal. These funds are included in the Total.



**STATUS:** Placement operations and monitoring are underway and will continue for the life of the project.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Cost increased \$3.0 million due to the addition of FY 2006.

**PROJECT:** Hart-Miller Island Related Projects

**DESCRIPTION:** Hart-Miller Island is an 1,140 acre, two cell containment island, off shore from Baltimore County. The island has been in continuous operation as a dredge disposal site since 1984. The southern part of the island is being prepared for recreational use. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site an additional 12 years of operational life. In addition, this project provides for operation and maintenance of Hart-Miller Island, and monitoring the quality of water released from the site.

**JUSTIFICATION:** The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. The capacity is also needed for selected harbor and channel improvement projects planned for the Port. Continued use of Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensure the safe and efficient operation of approximately 2,000 ships calling the Port each year.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Dredge Placement and Monitoring -- Line 2

Dredge Material Disposal and Placement Options Program -- Line 17

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	31	0	31	0	0	0	0	0	31	0
Engineering	4,557	2,075	391	447	602	336	348	358	2,482	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,468	33,879	3,442	4,689	4,509	2,849	3,000	3,100	21,589	0
Total	60,056	35,954	3,864	5,136	5,111	3,185	3,348	3,458	24,102	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004, 5005, 5007, 5010, 5013



**STATUS:** Funds will be allocated as specific placement sites for dredged material are identified. The construction contract for Poplar Island Restoration, Phase I, is complete; Phase II started in the Summer, 2000. The Cox Creek Dike construction project is scheduled to start in FY 2001.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Cost increased \$17.7 million due to the addition of FY 2006.

**PROJECT:** Dredge Placement and Monitoring

**DESCRIPTION:** This project involves the placement and monitoring of dredge material for enhancement and maintenance dredging of Baltimore Port channels and beneficial use projects commencing within the six-year program schedule. Costs associated are for construction of containment sites, monitoring during placement, and for dredging of channel preservation and enhancement.

**JUSTIFICATION:** The Governor's Strategic Plan for Dredge Material Management identified either specific sites and projects, or types of sites or projects, for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 2,000 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the port to remain competitive and increase economic development

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Hart-Miller Island Related Projects -- Line 1

Dredge Material Disposal and Placement Option Program -- Line 17

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	391	390	1	0	0	0	0	0	1	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	203,083	34,301	21,977	26,413	32,613	30,855	27,977	28,947	168,782	0
Total	203,474	34,691	21,978	26,413	32,613	30,855	27,977	28,947	168,783	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5104, 5206, 5207, 5208, 5209, 5210, 5211,  
5213, 5214, 5215, 5218, 5301, 5302, 5304, 5305, 5306



**STATUS:** This project is being designed with customer input; construction to begin in FY 2002.

**PROJECT:** Roll-On/Roll-Off (RoRo) Hub Facility, Phase I

**DESCRIPTION:** Two large Ro-Ro lines have recently merged and plan to consolidate their North Atlantic cargo at Port of Baltimore. This requires a 50 acre facility with the potential to expand to 150 acres in the future. This project establishes a large Hub Facility for Ro-Ro cargo with proper pavement, fencing/security, gates, lighting, and rail access.

**JUSTIFICATION:** Ro-Ro is a niche cargo identified in MPA's Strategic Plan, and the Port of Baltimore's inland location (near many manufacturers in the mid-west) makes continued growth for this commodity likely. The Port of Baltimore currently has more Ro-Ro market share than any other port in the U.S. Both of the lines are familiar and pleased with Baltimore's transportation infrastructure. This project has very positive economic impact.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MPA Facilities Plan -- Line 19

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Construction delayed from FY 2001 to FY 2002 to incorporate customer input into the design.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	2,000	5,000	3,000	0	0	10,000	0
Total	10,000	0	0	2,000	5,000	3,000	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Pending lease agreement with shipping lines.

1024



**STATUS:** Construction for site work and an Auto Processing building is complete. Rail access to the site will start construction this Spring.

**PROJECT:** Masonville Auto Facility Phase I

**DESCRIPTION:** The MPA is developing a new marine terminal at a site in the Fairfield area of Baltimore City called Masonville. The Masonville Marine Terminal will involve 121 acres. The development is to be undertaken in phases; Phase I involves development of approximately 50 acres at the rear of the site; Phase II involves development of the remaining acres at the front of the site. The intent is to develop Masonville as a port facility for the handling of automobiles and roll-on/roll-off cargoes. The current project entails only Phase I of the terminal.

**JUSTIFICATION:** The Port of Baltimore is presently a major port for the importation and exportation of automobiles and roll-on/roll-off cargoes. Baltimore is among the top three largest ports in the U.S. in the handling of automobile trade, and has targeted this business as a major growth area for the Port. During 1999, MPA auto tonnage was up 14% compared to the prior year. The MPA has received several inquiries and requests regarding additional automobile storage area in the Port.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MPA Facilities Plan -- Line 19

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	100	100	0	0	0	0	0	0	0	0
Engineering	1,329	1,329	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,341	15,850	4,491	0	0	0	0	0	4,491	0
Total	21,770	17,279	4,491	0	0	0	0	0	4,491	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** 43 acres

**OPERATING COST IMPACT:** Operating cost recovered through tenant lease agreement

Construction dollars are being funded through the Maryland Transportation Authority with repayment from the Department.  
1400



**STATUS:** Construction is underway.

**PROJECT:** Dundalk Marine Terminal Lot 400 Warehouse

**DESCRIPTION:** An additional warehouse is necessary to meet customer demands at the Port. This warehouse will be 108,000 square foot, with 30 foot eaves, 1,200 pounds per square foot load, and truck and RR access. Its location, close to the berth, is necessary to keep labor and operational costs low.

**JUSTIFICATION:** Forest Products are identified as one of the niche cargoes in the MPA Strategic Plan, and it continues to be a success for the Port. In 1999, this commodity grew 41% at Baltimore, while the North Atlantic Port average was only 2%. The existing warehouses are at capacity and more cargo can be obtained if additional warehouse space is available. Increased cargo will have a positive economic impact to the region. The MPA Facilities Plan has identified this Forest Products warehouse as a high priority need for forecasted cargo.

**SMART GROWTH STATUS**

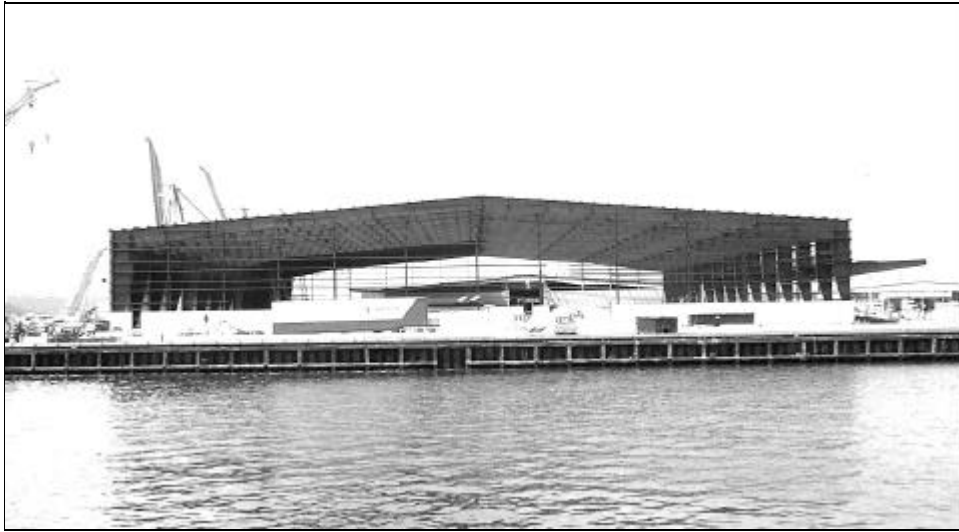
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MPA Facilities Plan -- Line 19

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Cost decreased \$1.7 million due to bids coming in lower than anticipated.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2000	2001	2002	....2003....	....2004....	....2005....	....2006....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,074	437	5,833	804	0	0	0	0	6,637	0
Total	7,074	437	5,833	804	0	0	0	0	6,637	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Construction is complete.

**PROJECT:** South Locust Point Warehouse

**DESCRIPTION:** South Locust Point Marine Terminal is a major destination for roll-on/roll-off ocean carriers serving the Port of Baltimore. A 100,000 square foot warehouse will be built at the Port's South Locust Point Marine Terminal.

**JUSTIFICATION:** This warehouse will be used to accommodate growing business in the Port of Baltimore. Carriers handling automobiles, agriculture, construction equipment, and machinery in the Port and requires additional covered storage capacity. This additional covered storage space will increase the Port's cargo handling capabilities and capacity, and stimulate additional economic growth.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,935	7,864	71	0	0	0	0	0	71	0
Total	7,935	7,864	71	0	0	0	0	0	71	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** 100,000 tons/year

**OPERATING COST IMPACT:** Operating cost recovered through lease agreement with tenant



**STATUS:** This project will start in early 2001.

**PROJECT:** Seagirt Marine Terminal Berth IV Container Storage

**DESCRIPTION:** This project prepares the final 14 acres at Berth IV Seagirt Marine Terminal (which are currently being surcharged) for container storage. It includes utilities, paving, lighting and striping. (Does not include wharf or cranes). Containers account for 70% of the MPA's tonnage, and as other commodities grow at the Dundalk Marine Terminal, Seagirt is the logical terminal for container growth. The surcharge removal from Seagirt will be used to raise and level the area at the Dundalk Marine Terminal for cargo storage.

**JUSTIFICATION:** Seagirt handles only containers and although it's 10 years old, it is still considered one of the best facilities on the East Coast with some of the most efficient cranes and operations. This site is immediately adjacent to the berths at Seagirt Marine Terminal; the site's proximity to vessels enables lower operating cost. DMT Lots 1501 and 1602 are currently unusable for cargo storage due to unstable soils. This project will provide an additional 18 acres for automobile storage.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MPA Facilities Plan -- Line 19

Seagirt Marine Terminal Berth IV Expansion -- Maryland Transportation Authority

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Cost increased \$2.6 million due to scope change to include placement of Seagirt Marine Terminal's surcharge to Dundalk Marine Terminal lots 1501 and 1602.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,600	0	6,025	6,575	0	0	0	0	12,600	0
Total	12,600	0	6,025	6,575	0	0	0	0	12,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Increase in container storage acreage.

**OPERATING COST IMPACT:** Operating costs are recovered through tenant agreement.



**STATUS:** Design is underway. Construction of Berths 5 and 6 to begin late in FY 2001.

**PROJECT:** Rehabilitation of Berths 1- 6 at Dundalk Marine Terminal

**DESCRIPTION:** The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1920's. It was last rehabilitated during the 1960's. This project will plan and design the work needed (in a phased approach) to renew and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet; at this time the berths will be drafted to 42'. This project solely funds reconstruction of Berths 5 and 6.

**JUSTIFICATION:** Berth 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off, other breakbulk (van packs) and passengers from cruise vessels. Age and harsh marine environment demands require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for other cargo (containers) and are too distant from the warehouses and automobile lots. Identified as the highest priority infrastructure needed by the MPA Facilities Plan.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MPA Facilities Plan -- Line 19

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	0	700	500	0	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,200	5	45	9,950	7,200	0	0	0	17,195	0
Total	18,400	5	745	10,450	7,200	0	0	0	18,395	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Increase in vessel calls.

**OPERATING COST IMPACT:** Decrease in stop gap maintenance costs.



**STATUS:** Several business opportunities face the Port of Baltimore in the near future. This warehouse will accommodate those needs.

**PROJECT:** Niche Cargo Warehouse

**DESCRIPTION:** To provide covered storage of niche cargoes at MPA terminals, this versatile facility is to be approximately 100,000sf, with 30 foot eaves, 1,200 pounds/sf floor load, and truck and rail access. Location near the berths is necessary to keep labor and operational costs low due to the very competitive nature of the East Coast markets.

**JUSTIFICATION:** Only 18% of MPA warehouse area is considered "state of the art", and only 12% are less than 20 years old. Many of the cargo commodities in the MPA's Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, breakbulk refrigerated, and some steel and RoRo products. During the first half of 2000, MPA terminal's forest products increased 28%, steel gained 14%, and RoRo market share increased 2.1% to be more than 50% of the East Coast market. Additional covered storage space is necessary for continued growth.

**SMART GROWTH STATUS**

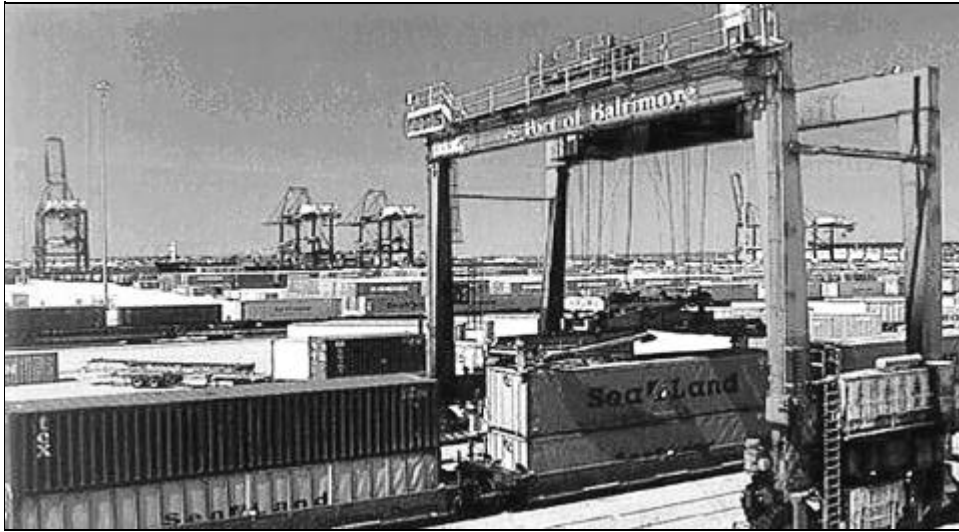
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MPA Facilities Plan - Line 19

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Construction delayed from FY 2001 to FY 2002 to redesign the warehouse from a Refrigerated Warehouse to a Niche Cargo Warehouse.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,100	0	0	200	5,000	6,900	0	0	12,100	0
Total	12,100	0	0	200	5,000	6,900	0	0	12,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Design to begin early FY 2001.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Construction delayed from FY 2001 to FY 2002 due to MPA forming a study group with CSX, and is holding discussions with Norfolk Southern to determine the use of the area designated for ICTF improvements. Start is delayed pending outcome of the study.

**PROJECT:** Intermodal Container Transfer Facility Improvements

**DESCRIPTION:** Make improvements at Seagirt Marine Terminal's Intermodal Container Transfer Facility (ICTF) to increase rail service to the Port. This includes: connecting track to join Canton RR and Norfolk Southern track, obtaining the Canton warehouse site and constructing container storage, construct additional rail tracks, and gate improvements. Purchase two transtainers to stack containers for more efficient use of storage space.

**JUSTIFICATION:** This will allow port customers to take advantage of greatly improved rail service to the mid-west, and it will allow for dual-rail access to the ICTF. Norfolk Southern RR is new to the Port and is very aggressive in trying to attract cargo. They have ambitious plans to make improvements to Conrail's old lines to haul more freight and they were a very willing partner in our Maersk/Sea-Land bid. Expanding the ICTF will put two Class 1 railroads on terminal to provide improved services to the port's customers. Increasing freight movement via rail will reduce highway traffic, congestion and air pollution.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Doublestack and Other Rail Improvement Study -- Line 18  
 MPA Facility Plan -- Line 19

POTENTIAL FUNDING SOURCE:										
					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	0	0	300	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,700	0	0	3,700	7,000	0	0	0	10,700	0
Total	11,000	0	0	4,000	7,000	0	0	0	11,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Initial purchase to be made in FY 2002.

**PROJECT:** Protective Land Acquisition Program - Phase I

**DESCRIPTION:** This multi-year program provides for the purchase of property in the immediate vicinity of the port to ensure their availability in future years; it also protects property that might be in threat of development to ensure compatible land-use around the port. The first purchase is to be 25 acres adjacent to MPA terminals.

**JUSTIFICATION:** Additional terminal space drives the need for these property acquisitions. Obtaining property adjacent to existing terminals is the most efficient way to expand, because existing berths, cranes, access channels, and other existing infrastructure can be used. The ability to buy land that is an income generating and adjacent to Port (MPA) owned land is rare. The Facilities Plan identifies the need for additional cargo storage space.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:** None.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	5,000	0	0	0	0	5,000	0
Total	5,000	0	0	5,000	0	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Construction will start in FY 2002.

**PROJECT:** North American Paper Hub

**DESCRIPTION:** At South Locust Point (SLP) Marine Terminal, construct warehouse of approximately 150,000sf near the berth with rail and truck loading access. Warehouse is to have 30' eave height and 1,500 lb./sf floor load. Improve rail on the terminal with additional storage tracks.

**JUSTIFICATION:** A partnership of world-class northern European paper producers and shippers will consolidate their North American paper imports to one terminal complex. Paper volumes of 550,000 tons are forecast to arrive by both container and breakbulk vessels. (During 1999, MPA imported 299K tons of paper; this is a 62% increase over 1998. Paper has increased another 32% during the first half of 2000.)

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:** None.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,000	0	0	4,000	14,000	0	0	0	18,000	0
Total	18,000	0	0	4,000	14,000	0	0	0	18,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** The site has been surcharged. Construction will begin in FY 2002.

**PROJECT:** Forest Products Warehouse - Lot 5B

**DESCRIPTION:** Construct a 108,000sf warehouse with truck and rail loading docks, near berth 5 at DMT for Forest Products. This project follows a minor project, which includes utility relocation and surcharge to stabilize the site. The surcharge stays in place for a period of time to compress the subsoil.

**JUSTIFICATION:** Forest Products have continued to be a success story at the Port of Baltimore. Our customer is eager to get additional covered storage for wood pulp, because its tonnage grew 22% in 1999 and it grew another 21% during the first half of 2000. Site stabilization is necessary for the warehouse to support heavy rail cars and large warehouses with floor load ratings of 1,200 pounds per square foot.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MPA Facility Plan - Line 19

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,800	0	0	1,500	7,300	0	0	0	8,800	0
Total	8,800	0	0	1,500	7,300	0	0	0	8,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**OPERATING COST IMPACT:** Operating cost recovered through tenant lease agreement.



**STATUS:** Project scheduled to begin in late FY 2001.

**PROJECT:** Autoprocessor Expansion at DMT

**DESCRIPTION:** Make improvements to about 74 acres at DMT. Improvements include paving, construction of high mast lighting matrix, installation of a drainage system and erection of perimeter fencing.

**JUSTIFICATION:** The relocation of an auto account from the New York/New Jersey area requires improvements to 74 acres of Dundalk Marine Terminal. The MPA signed an agreement with an auto processor, which guarantees their processing a minimum of 510,000 vehicles over a five-year period. This agreement can be renewed for an additional five-year term. Also, the auto processor is required to make numerous additional improvements to their processing facility at Dundalk Marine Terminal.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:** None.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2003....	....2004....	....2005....	....2006....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	3,300	0	3,300	0	0	0	0	0	3,300	0	0
Total	3,300	0	3,300	0	0	0	0	0	3,300	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**USAGE:** 74 acres.

**OPERATING COST IMPACT:** Operating cost are recovered through tenant lease agreement.

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2001 and Prior</u></b>		
	<b><u>All Terminals</u></b>		
1	Portwide Underground Storage (1708)	196	Complete
2	Marylynn Hull Reconstruction (1717)	45	Complete
3	Berth Substructure Repairs (1710)	1,073	Underway
4	Deck Repairs, DMT and SLP (1709)	101	Underway
5	Pavement Marking (1705)	47	Underway
6	Portwide Paving (1704)	411	Underway
7	Replacement Electrical/Communication Sys. Manhole (1700)	1,829	Underway
8	Berth Substructure Repairs All Terminal (1716)	3,646	Underway
9	Damage and Claims Reimbursements (1723)	40	Underway
10	Paving Repairs (1703)	1,000	Spring, 2001
11	Marylynn Electrical (1727)	60	Spring, 2001
12	Overheight Detector - SHA (1726)	260	Spring, 2001
13	Underground Storage - Additional (1714)	240	Spring, 2001
	<b><u>Dundalk Marine Terminal</u></b>		
14	50' Berth Test Piles (1005)	243	Complete
15	Berth 1 Mooring (1006)	826	Complete
16	Lot 500 Stabilization - DMT (1015)	990	Complete
17	BG&E Construction - Prior Years Invoicing (1029)	76	Complete
18	Intra-booth Telephone System (1030)	2	Complete
19	1st Street Lot 1702 Paving (1007)	1,403	Underway
20	Boom Strengthening Hitachi Crane (1018)	1,679	Underway
21	Dundalk Marine Terminal O&M (1011)	550	Underway
22	Retrofit M&R Building (1038)	366	Underway
23	DMT Building 7/Paint Maintenance Building (1022)	700	Spring, 2001
24	Fenders at DMT (1037)	500	Spring, 2001
25	Perimeter Security System (1031)	175	Spring, 2001

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2001 and Prior (cont'd)</u></b>		
	<b><u>Dundalk Marine Terminal (cont'd)</u></b>		
26	Shed 6 Lighting (1021)	225	Spring, 2001
27	Slope Protection Colgate Creek (1023)	200	Spring, 2001
	<b><u>Environmental</u></b>		
28	Leachate Management - Hawkins Point (1105)	1,276	Complete
29	Ground Water Treatment (1104)	1,927	Complete
30	Chrome Ore Removal (1102)	644	Underway
31	Hawkins Point O&M (1707)	256	Underway
	<b><u>Facilities and Equipment</u></b>		
32	Replace Crane Rail Pads (1711)	631	Complete
33	Spreader and Trailer Replacement (3002)	407	Complete
34	Crane Fire Damage (3007)	10	Complete
35	Crane Festoon System, Cables and A/C (3008)	210	Underway
36	Gantry Crane (3005)	75	Underway
37	Spreader Replacement (3001)	560	Underway
38	Yard Hustler (3006)	150	Underway
39	Railroad Crane Inspection and Construction (3106)	228	Underway
40	Trailer Replacement - New (3004)	20	Underway
41	Boom Truck (3009)	200	Spring, 2001
42	Snow Removal Equipment (3010)	500	Spring, 2001
	<b><u>Masonville Auto Terminal</u></b>		
43	Fairfield Auto Terminal Remediation (1210)	1,959	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2001 and Prior (cont'd)</u></b>		
	<b><u>North Locust Point</u></b>		
44	Lighting Modifications - Shed 5 NLP (1802)	359	Complete
45	Deck Repair Overlay Pier 4/5 (1800)	1,882	Underway
46	NLP Berth 9, 10 and 11 (1803)	11	Underway
47	Pier 3 Shed Lighting Upgrade (1804)	114	Spring, 2001
	<b><u>Open-Ended Consulting</u></b>		
48	Open Ended Consulting Crane Building - JMT (1209)	173	Complete
49	Open Ended Contract - Moffatt Nichols (1203)	960	Complete
50	Open Ended Engineering - Century (1200)	1,035	Complete
51	Claims Analysis (1213)	115	Underway
52	Open Ended Contract - Hydrographic Survey STV (1201)	112	Underway
53	Open Ended Contract - Hydrographic Survey - JMT (1202)	100	Underway
54	Open Ended Engineering Contract (1204)	1,829	Underway
55	Open Ended Engineering Services (1205)	2,149	Underway
56	Open Ended Engineering Services (1206)	1,025	Underway
57	Open Ending Consulting - Open Ended (1207)	1,243	Underway
58	Open Ended Consultant - Facility Survey (1214)	30	Underway
59	Open Ended Consulting - Facilities (1219)	1,500	Underway
60	Open Ended Misc Engineeing Services (1218)	1,000	Underway
61	STV, Moffat and Nichols Design - Open Ended (1217)	1,997	Underway
62	RTG Design (1121)	25	Spring, 2001
	<b><u>Port - Wide</u></b>		
63	Billing System Hardware - Brass (3105)	312	Complete
64	Perishable Goods Study (3110)	24	Complete
65	Terminal Operating System (3108)	4,710	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2001 and Prior (cont'd)</u></b>		
	<b><u>Port - Wide (cont'd)</u></b>		
66	Document Management System - Procurement (3109)	150	Underway
67	Back-up Generator - Telephone System (3111)	23	Underway
68	Port Cost Study Update (3113)	25	Spring, 2001
	<b><u>Seagirt Marine Terminal</u></b>		
69	Site Stabilization - Berth IV	472	Complete
70	Sinage DMT/SMT (1301)	269	Complete
71	Seagirt Paving (1300)	3,666	Underway
72	Crane Maintenance Building - SMT (1302)	503	Underway
73	SMT Canopy (1312)	100	Spring, 2001
	<b><u>South Locust Point</u></b>		
74	Signage - SLP (1606)	65	Underway
75	SLP Shed - New Ventilation and Lighing (1604)	290	Spring, 2001
	<b><u>World Trade Center</u></b>		
76	Emergency Power and Fire Alarm (1505)	1,736	Underway
77	Restroom Modifications - WTC (1506)	1,124	Underway
78	Fire/Life Safety Code - Elevator Enhancements (1514)	2,900	Underway
79	Tenant Renovation - Meridian WTC (3107)	152	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002</u></b>		
	<b><u>All Terminals</u></b>		
80	Crane Improvements (1605)	3,538	Summer, 2001
81	Fairfield Pier Extension (1718)	1,500	Summer, 2001
82	Paving Repairs (1703)	170	Fall, 2001
83	Comprehensive Facility Inspection (1724)	750	Fall, 2001
84	Roof Inspection Program (1725)	100	Fall, 2001
85	Underwater Structure Inspection (1722)	400	Fall, 2001
86	Portwide Paving (1704)	1,600	Fall, 2001
	<b><u>Dundalk Marine Terminal</u></b>		
87	Dundalk Marine Terminal O&M (1011)	740	Summer, 2001
88	Communication Replacement - DMT (1034)	4,000	Fall, 2001
89	Demolition of Airport Tower and B1 (1035)	420	Fall, 2001
90	Demolition of Sheds 3A and 3B	507	Fall, 2001
91	Sheds 11 and 12 Roofs (1012)	1,100	Fall, 2001
92	High Mast Lighting Rehab (1026)	1,000	Fall, 2001
93	Tenant Meters (1036)	100	Spring, 2002
	<b><u>Environmental</u></b>		
94	Chrome Ore Removal (1102)	828	Summer, 2001
95	Hawkins Point O&M (1707)	181	Summer, 2001
	<b><u>Facilities and Equipment</u></b>		
96	Railroad Crane Inspection and Construction (3106)	170	Summer, 2001
97	Cargo Handling Equipment - RTG (3003)	9,000	Spring, 2002
98	Spreader Replacement (3001)	160	Spring, 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 (cont'd)</u></b>		
	<b><u>Facilities and Equipment (cont'd)</u></b>		
99	Trailer Replacement - New (3004)	20	Spring, 2002
	<b><u>Open-Ended Consulting</u></b>		
100	Job Order Contracting (1215)	211	Summer, 2001
101	Portwide Engineering and Design (1211)	14,331	Summer, 2001
	<b><u>Port - Wide</u></b>		
102	Open Ended Studies - Planning (3112)	400	Summer, 2001
	<b><u>Seagirt Marine Terminal</u></b>		
103	Reefer Outlets (1309)	345	Spring, 2002
	<b><u>South Locust Point</u></b>		
104	Fruit Pier Demolition (1608)	200	Summer, 2001
	<b><u>World Trade Center</u></b>		
105	Tenant Renovation - Meridian WTC (3107)	310	Summer, 2001
106	Tenant Renovations - WTC (1502)	200	Summer, 2001
107	WTC - HVAC (1511)	2,000	Summer, 2001
108	WTC - Renovation and Upgrade (1516)	1,220	Summer, 2001
109	WTC - Security Improvement (1512)	600	Summer, 2001
110	WTC - Lobby Improvement (1513)	1,250	Summer, 2001
111	ADA Improvements - WTC (1510)	600	Spring, 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2002 (cont'd)</u>		
	<u>World Trade Center (cont'd)</u>		
112	Fireline Safety Code - Elevator Rehab (1509)	664	Spring, 2002
113	Test of Riser Cables (1515)	5	Spring, 2002



**STATUS:** Preliminary engineering underway: final project dimensions are being considered at the Army Corps of Engineer's Headquarters.

**PROJECT:** C&D Canal Deepening

**DESCRIPTION:** The project includes planning and environmental studies for modifications to the C&D Canal, the approach channel, and connecting channels. Studies are continuing with the Army Corps of Engineers with participation by the State of Maryland. Increasing the Canal's depth from 35' to 40' is being considered.

**JUSTIFICATION:** Modification to the C&D Canal are necessary to allow passage of larger vessels requiring deeper drafts. The C&D Canal is the shortest route with fastest transit time to Baltimore for vessels coming from or going north.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,809	1,492	73	558	459	72	75	80	1,317	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,809	1,492	73	558	459	72	75	80	1,317	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5500, 5501, 5510



**STATUS:** Feasibility studies are underway.

**PROJECT:** Dredge Material and Placement Options Program

**DESCRIPTION:** Conduct detailed studies with the US Army Corp of Engineers to identify and assess additional dredged material placement sites emphasizing beneficial uses of dredged material for projects such as island and shoreline reclamation. Establish baseline environmental conditions at Pooles Island and other open water placement sites as a yard stick for change due to disposal operations.

**JUSTIFICATION:** Containment capacity in Baltimore is completely committed. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to implement the Governor's Strategic Plan for Dredge Material Management.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

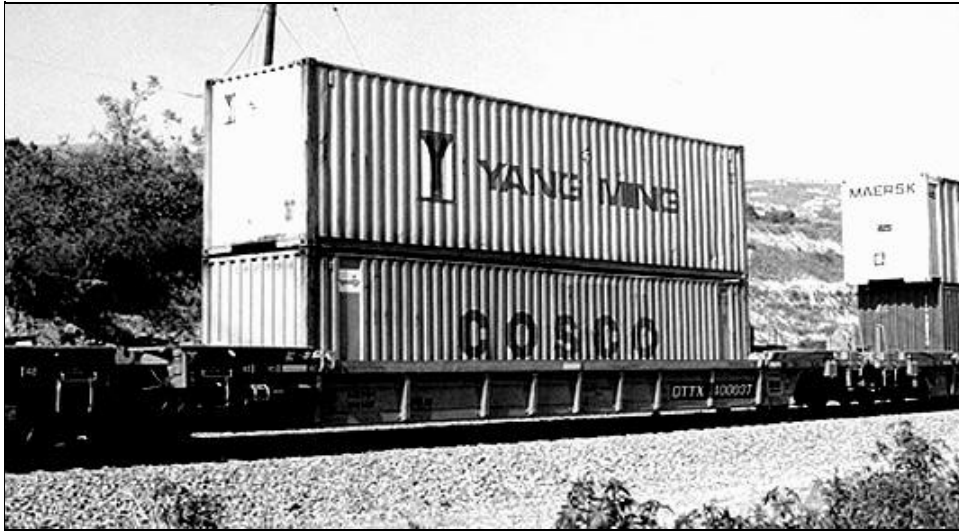
**ASSOCIATED IMPROVEMENTS:**

Hart Milller Island Related Projects - Line 1  
Dredge Material Placement Monitoring - Line 2

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Cost increased \$6.6 million due to the addition of EPA Technical Services for Poplar Island and Cox Creek storm drain design.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,417	5,297	2,173	3,942	2,422	2,764	406	413	12,120	0
Engineering	10,321	6,134	2,081	1,786	85	85	85	65	4,187	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	27,738	11,431	4,254	5,728	2,507	2,849	491	478	16,307	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5100, 5200, 5204, 5216, 5217, 5300, 5400, 5401, 5402



**STATUS:** Studies show that doublestacking CSX routes is not economically feasible at this time. Norfolk Southern plans to have doublestack capability within a few years of taking over Conrail's lines. Current funding is used to provide updates to the original study, and to investigate other rail improvements.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None.

**PROJECT:** Doublestack and Other Rail Improvement Study

**DESCRIPTION:** The Port of Baltimore is one of the few East Coast ports that cannot be served by doublestack trains handling high cube containers. This is an increasingly economical way for railroads to handle intermodal freight. The project includes planning and engineering studies to improve rail service to the Port, including providing infrastructure for doublestacking service. The infrastructure improvements required for doublestack transportation include increasing tunnel clearance and removal of overhead obstacles. The first study will evaluate the benefits of doublestack access for the Port.

**JUSTIFICATION:** Upgraded rail service will increase the Port of Baltimore's competitiveness. With more efficient inland transportation, trade through the Port could increase. Enhanced rail service may reduce truck traffic, congestion and maintenance on Maryland's highway system.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

ICTF improvements - Line 10

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	100	0	100	0	0	0	0	0	100	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	100	0	100	0	0	0	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** The Facilities Planning Study was put on hold from May 1998 to May 1999 during the Port's competition for the Maersk/Sealand business. The study is now complete.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None

**PROJECT:** MPA Facilities Planning Study

**DESCRIPTION:** This study will develop comprehensive short and long term plans for use and development of MPA's port facilities. The study will assess the competitiveness of the MPA facilities vis a vis major competitive ports; assess capacity versus demand issues over the short to long term, particularly in light of the targeted growth areas of the MPA.

**JUSTIFICATION:** The MPA requires a comprehensive plan for facility development over the long term. This plan should drive the capital funding needs of the MPA. The primary function of a public port authority is the provision of port facilities. This plan will identify what the MPA needs to do in this regard to remain competitive and grow.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Roll-On/Roll-Off Hub Facility -- Line 3, Masonville Auto Facility - Line 4; Dundalk Marine Terminal Lot 400 Warehouse - Line 5; Seagirt Marine Terminal Berth IV Container Storage -- Line 7, Rehabilitation of Berths 1-6 -- Line 8; Niche Cargo Warehouse -- Line 9; Intermodal Container Facility

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	764	638	126	0	0	0	0	0	126	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	764	638	126	0	0	0	0	0	126	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0